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Keith Millhouse, Ventura County
Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

Thursday, September 12, 2013
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees/tc.htm

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Transportation Committee

Members – September 2013

<u>Members</u>		<u>Representing</u>	
Chair*	1. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Vice-Chair*	2. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	3. Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
	* 4. Hon. Michael D. Antonovich		Los Angeles County
	* 5. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 6. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	7. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 8. Hon. Robert “Bob” Botts	<i>Banning</i>	RCTC
	* 9. Hon. Art Brown	<i>Buena Park</i>	District 21
	* 10. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 11. Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
	* 12. Hon. Paul Eaton	<i>Montclair</i>	District 9
	* 13. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	* 14. Hon. Mario Guerra	<i>Downey</i>	GCCOG
	* 15. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
	16. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 17. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
	* 18. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	19. Hon. Bill Hodge	<i>Calexico</i>	ICTC
	* 20. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 21. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	22. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	23. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	24. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 25. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	26. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 27. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	* 28. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
	* 29. Hon. Dan Medina	<i>Gardena</i>	District 28
	* 30. Hon. Barbara Messina	<i>Alhambra</i>	District 34
	* 31. Hon. Leroy Mills	<i>Cypress</i>	District 18
	* 32. Hon. Jim Morton	<i>Lynwood</i>	District 26
	* 33. Hon. Brett Murdock	<i>Brea</i>	District 22
	* 34. Hon. Kris Murray	<i>Anaheim</i>	District 19

Transportation Committee

Members – September 2013

Members

Representing

* 35. Hon. Steven Neal	<i>Long Beach</i>	District 29
* 36. Hon. Shawn Nelson		Orange County
* 37. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
38. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 39. Hon. Gary Ovitt		San Bernardino County
* 40. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 41. Hon. Linda Parks		VCOG
* 42. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
43. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 44. Hon. Ronald Roberts	<i>Temecula</i>	District 5
* 45. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
46. Hon. Damon Sandoval		Morongo Band of Mission Indians
47. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 48. Hon. Karen Spiegel	<i>Corona</i>	District 63
49. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
50. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 51. Hon. Jeff Stone	<i>Riverside County</i>	Riverside County
* 52. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
53. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 54. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

SEPTEMBER 12, 2013

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

Time Page No.

CONSENT CALENDAR

Approval Item

- | | | | |
|---|------------|--|---|
| 1. <u>Minutes of the August 1, 2013 Meeting</u> | Attachment | | 1 |
|---|------------|--|---|

Receive & File

INFORMATION/DISCUSSION ITEMS

- | | | | |
|--|------------|----------|----|
| 2. <u>State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)</u>
<i>(Ping Chang, SCAG Staff)</i> | Attachment | 5 mins. | 6 |
| 3. <u>Litigation Update</u>
<i>(Joann Africa, Chief Counsel)</i> | Attachment | 10 mins. | 16 |
| 4. <u>Cargo-Oriented Development (COD)</u>
<i>(Scott Bernstein, President and Co-Founder, The Center for Neighborhood Technology - CNT)</i> | Attachment | 20 mins. | 20 |
| 5. <u>Draft 2015 Federal Transportation Improvement Program (FTIP) Guidelines</u>
<i>(Pablo Gutierrez, SCAG Staff)</i> | Attachment | 10 mins. | 37 |
| 6. <u>SCAG Aviation Program Draft Consultant Scope of Work for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u>
<i>(Ryan Hall, SCAG Staff)</i> | Attachment | 12 mins. | 39 |

TRANSPORTATION COMMITTEE

AGENDA

SEPTEMBER 12, 2013

INFORMATION/DISCUSSION ITEMS - continued

Time Page No.

7. Local Input Communication Letter Initiating the Bottom-Up **Attachment** **5 mins.** **50**
Local Input Process for the 2016-2040 Regional
Transportation Plan and Sustainable Communities Strategy
(RTP/SCS)
(Kimberly Clark, SCAG Staff)

CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

STAFF REPORT

(Akiko Yamagami, SCAG Staff)

FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ADJOURNMENT

The next meeting of the Transportation Committee (TC) is scheduled for Thursday, October 3, 2013, at the SCAG Los Angeles Office.

Transportation Committee
of the
Southern California Association of Governments
August 1, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Moorpark. A quorum was present.

Members Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Bob Botts, Banning, RCTC	Banning, RCTC
Hon. Art Brown, Buena Park	Buena Park
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	Eastvale
Hon. Roy Francis, La Habra Heights	District 31
Hon. Mario Guerra, Downey	GCCOG
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Bill Hodge, Calexico	ICTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Michele Martinez, Santa Ana	District 16
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark (<i>Chair</i>)	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Jim Morton	Lynwood
Hon. Brett Murdock, Brea	District 22
Hon. Kris Murray	Anaheim
Hon. Steven Neal, Long Beach	District 29
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Gary Ovitt	San Bernardino County
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ron Roberts, Temecula	District 5
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona	WRCOG

Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jeff Stone	Riverside County
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Don Voss, City of La Cañada-Flintridge	District 36
Hon. Alan Wapner, City of Ontario (<i>Vice-Chair</i>)	SANBAG
Mr. Aziz Elattar	Caltrans District 7

Members Not Present:

Hon. John Addleman	Rolling Hills Estates
Hon. Paul Eaton, Montclair	District 9
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Jose Huizar, Los Angeles	District 61
Hon. Randon Lane, Murrieta	Murrieta
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Jess Talamantes, Burbank	SFVCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Keith Millhouse, Moorpark, called the meeting to order at 10:12 a.m. and the Pledge of Allegiance was made.

PUBLIC COMMENT PERIOD

No members of the public requested to make a comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the June 6, 2013 Meeting

A MOTION was made (Hack) to approve the Consent Calendar. The MOTION was seconded (O'Leary) and UNANIMOUSLY APPROVED. Motion passed.

INFORMATION/DISCUSSION ITEMS

2. High Desert Corridor Update

Robert Machuca, Project Manager, Los Angeles County Metropolitan Transportation Authority, provided an update on the High Desert Corridor, a 63-mile multi-modal facility that would link State Route (SR) 14 in Los Angeles County and SR-18 in San Bernardino

County. He reported that one of the goals of the facility is to provide a multi-modal corridor to improve regional goods movement and connectivity. Mr. Machuca noted that the draft environmental document is expected to be completed in Spring 2014.

Discussion ensued regarding adequate locations of safe bicycle rest facilities; consideration of tolls for all types of vehicles; and connectivity outside of the corridor (Medina, Stanton and McLean).

3. Ventura County Unmanned Aircraft Systems (UAS) Test Site Application

Todd L. McNamee, Director of Airports, Ventura County, presented a report on Ventura County's Unmanned Aircraft System (UAS) Test Site Application. Mr. McNamee reported that Congress mandated integration of UAS into the National Airspace System by September 2015.

A MOTION was made (Barrows) to recommend that the Committee support Ventura County's UAS Test Site Application. The MOTION was seconded (O'Leary).

Discussion ensued regarding application award process; FAA as the lead agency for this effort; privacy concerns of civilians; no applications received yet from the SCAG region; and electronic frequency concerns of manned and unmanned aircrafts (Mills, Hack, Parks, Wapner and Medina).

The MOTION to recommend the committee's approval of the test site application was unanimously approved. MOTION PASSED.

4. Sustainability Program Call for Proposals Update

Hasan Ikhata, Executive Director, provided an update on the Sustainability Program Call for Proposals. Mr. Ikhata reported that 76 applications were received, 73 of which met the criteria. The total funding request for the 73 eligible applicants is \$10.04 million. He also reported that the goal is to fund all 73 projects in three (3) phases with \$2 million that is available to fund Phase 1 projects and an additional \$8 million in funding will be sought for Phases 2 and 3 projects in subsequent years.

5. "Parking Reform Made Easy" Presentation

Richard W. Willson, Ph.D., Chair, Department of Urban and Regional Planning, California State Polytechnic University, Pomona, reported on his recent work, "Parking Reform Made Easy." He stated that parking requirements affect a city's density goals, character, walkability, and other attributes and are viewed as a policy choice rather than the traditional approach of assigning a minimum parking space requirement. Dr. Willson discussed the linking of parking policy strategies with multi-modal plans and consideration of adjustments relative to a project's context.

Discussion ensued regarding the optimum and efficient use of a 90-degree parking space versus other parking designs; consideration of non-capital elements in transportation planning, management system and services that are aligned with facilities (Mills and Parks).

6. Rail Update

Steve Fox, SCAG staff, provided an update on rail developments in the region and stated that LOSSAN is scheduled to select its first managing agency of the new LOSSAN Pacific Surfliner Local control service on August 23, 2013. Beginning August 18, 2013, Metrolink will double its Sunday commuter service to the Antelope Valley, from 3 to 6 trips. Additionally, implementation of Positive Train Control (PTC) on the San Bernardino Line will be completed this Fall; while PTC will be installed on the entire system by March 2014. The Perris Valley Line will be a 24-mile continuation of the Metrolink's Riverside Line to Perris. Lastly, Mr. Fox reported that SANBAG began a study of rail access to the Ontario Airport.

CHAIR'S REPORT

No report was provided.

STAFF REPORT

No staff report was provided.

ADJOURNMENT

The meeting adjourned at 11:38 a.m. The next meeting of the Transportation Committee will be held Thursday, September 12, 2013 at the SCAG Los Angeles office.



Ryan Kuo, Program Manager
Transportation Planning

Transportation Committee Attendance Report

2013

	Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member					
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
1	Addleman, John	Rolling Hills Estates		X					X		X	X		NM						
2	Antonovich, Michael*	Los Angeles County		X					X		X	X				X				
3	Barrows, Bruce*	Cerritos		X					X		X	X		X		X				
4	Becerra, Glen*	Simi Valley		X						X	X	X		X		X				
5	Betts, Russell	CVAG				X			X	X	X	X		X		X				
6	Botts, Bob	Banning, RCTC				X			NM	X	X	X		X		X				
7	Brown, Art	Buena Park			X				NM	X	X			X		X				
8	Daniels, Gene*	Paramount		X					X	X	X	X		X		X				
9	DeGrandpre, Jeff	Eastvale				X			NM	X	X	X		X		X				
10	Eaton, Paul*	Montclair		X								X								
11	Elattar, Aziz	Caltrans - District 7									X	X		X		X				
12	Francis, Roy	La Habra Heights		X								NM		X		X				
13	Guerra, Mario	Downey		X							X					X				
14	Hack, Bert	Laguna Woods			X				X	X	X	X		X		X				
15	Harper, Matthew*	Huntington Beach			X				X		X	X		X						
16	Herrera, Carol*	Diamond Bar		X					X	X	X			X		X				
17	Hodge, Bill	Clexico, ICTC	X							X	X	X		X		X				
18	Huizar, Jose*	Los Angeles		X																
19	Hyatt, Jim	Calimesa				X			X	X	X	X		X		X				
20	Kelley, Trish	Mission Viejo			X				X	X				X		X				
21	Lane, Randon	Murietta				x			NM	X	X	X		X						
22	Ledford, James C.	Palmdale/No. LA County		X							X									
23	Martinez, Michele*	Santa Ana			X				X	X	X	X		X		X				
24	McDonald, Brian	Chemehuevi Indian Tribe					X													
25	McEachron, Ryan	Victorville					X		X	X	X	X		X						
26	McLean, Marsha*	Santa Clarita		X					X	X	X	X		X		X				
27	Medina, Dan*	Gardena		X								X		X		X				
28	Messina, Barbara*	Alhambra		X					X	X	X	X		X		X				
29	Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X				X				
30	Mills, Leroy*	Cypress			X				X	X	X	X		X		X				
31	Morton, Jim	Lynwood		X						X	X	X		X		X				
32	Murdock, Brett	Brea			X				X	X	X	X		X		X				
33	Murray, Kris	Anaheim			X					NM		X				X				
34	Neal, Steven*	Long Beach		X					X		X	X				X				
35	Nelson, Shawn*	Orange County			X											X				
36	O'Connor, Pam*	Santa Monica		X					X	X	X			X		X				
37	O'Leary, Micheál	Culver City/WCCOG		X					X	X	X			X		X				
38	Ovitt, Gary*	San Bernardino County					X		X	X		X		X		X				
39	Parks, Bernard*	Los Angeles		X																
40	Parks, Linda	Ventura County						X	NM	X	X			X		X				
41	Pettis, Gregory*	Cathedral City				X			X	X	X	X		X		X				
42	Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X		X		X				
43	Roberts, Ron*	Temecula				X			X	X	X	X				X				
44	Rutherford, Mark	Westlake Village		X					X					X						
45	Sandoval, Damon	Morongo Band of Mission Indians				X														
46	Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X	X	X		X		X				
47	Spiegel, Karen	Corona/WRCOG				X			X	X	X	X				X				
48	Spohn, Tim	Industry/SGVCOG		X					X	X	X	X		X		X				
49	Stanton, Barb	Apple Valley					X							NM		X				
50	Stone, Jeff*	Riverside				X			X	X		X		X		X				
51	Talamantes, Jess	Burbank/SFVCOG		X						X		X		X						
52	Tercero, Brent	Pico Rivera		X										NM		X				
53	Voss, Don*	La Cañada Flintridge		X					X	X	X	X		X		X				
54	Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X			X		X				
Totals			1	26	9	10	5	2												
* Regional Council Member																				

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DATE: September 12, 2013

TO: Community, Economic & Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ping Chang, Program Manager
chang@scag.ca.gov; (213) 236-1839

SUBJECT State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

In anticipation of the U.S. Department of Transportation (DOT) rule-making on Moving Ahead for Progress in the 21st Century (MAP-21) performance measures, a group of California State agencies recently provided a joint comment letter (attached) to the DOT. The letter proposes five (5) performance measures for the categories of traffic congestion and performance of the National Highway System. The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

MAP-21, federal transportation reauthorization legislation, for FY13 and FY14 was enacted in July 2012. MAP-21 requires the DOT to initiate rulemaking to establish performance measures by April 2014 (with adoption anticipated in April 2015) in the areas listed below:

- Traffic congestion
- Performance of the National Highway System (NHS)
- Pavement conditions on the Interstate System and on remainder of the NHS; and bridge conditions on the NHS
- Fatalities and injuries on public roads; and transit safety
- Transit state of good repair
- On-road mobile source emissions
- Freight movement on the Interstate System

In addition, MAP-21 requires states to set performance targets within one (1) year of the DOT final rule on performance measures. MPOs are also required to set performance targets in relation to the performance measures within 180 days of states or providers of public transportation setting performance targets.

SUMMARY OF STATE AGENCIES' COMMENTS

The state agencies' comment letter focuses on two (2) performance measures requirements of MAP-21: Traffic Congestion and Performance of the National Highway System. Specifically, the state agencies proposed the following performance measures:

Measures for Traffic Congestion

- Average peak period travel time
- Annual vehicle hours of delay
- Annual person hours of delay

Measures for NHS Performance

- Travel time reliability
- Person throughput per lane mile

For each of the five (5) performance measures proposed, the comment letter specifically identified the data needs particularly for non-urban freeways as well as the arterial portion of the NHS and requested federal assistance to address the data gap.

The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.

FISCAL IMPACT: Staff activities related to the MAP-21 Performance Measures are included in FY 2013-14 Overall Work Program (OWP) under 080.SCG153.04.

ATTACHMENT:

State Agencies Comment Letter on MAP-21 Performance Measures dated, August 1, 2013



August 1, 2013

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx:

California applauds the transition to performance-based decision making through implementation of the Moving Ahead for Progress for the 21st Century (MAP-21) national goals. Establishing national goals is an important first step toward improved system management and decision-making. To provide thoughtful recommendations to you, California assembled a multi-agency workgroup through the state's Strategic Growth Council, which considered a broad range of goals for our transportation system.

In partnership with the federal government, California is transforming the state's transportation system to meet the mobility, safety, and greenhouse gas reduction goals of the coming decades. Recent and future Regional Transportation Plans incorporate land use decisions and multimodal transportation investments to reduce greenhouse gas emissions to 1990 levels by 2020 and to achieve a further eighty-percent reduction by 2050. The state is embarking on a rail modernization program that includes high-speed rail and will increase the share of trips accomplished by mass transportation both regionally and inter-regionally. The state transportation goals also include targets for public health, infill development, and active transportation. The adoption of federal performance measurements and targets are fully consistent with these efforts.

Performance based decision making, and the use of performance measures, are key tools to be used in making high-performing, cost-effective investments in the right places and at the right times. We embrace this philosophy as part of an overall asset management approach as required by MAP-21. Investment made in our transportation system over the past 50 years has resulted in extremely high

annual costs of preservation, maintenance, and reconstruction. Performance measures for congestion and system performance highlight the importance of keeping our existing infrastructure in good working order, assisting us in choosing the best strategies to make our existing transportation network operate as efficiently as possible, while assessing where to invest the precious few resources we have to prepare for a growing population and increased goods movement in a safe, reliable, and cost effective manner.

As we develop our asset management plans, performance measures, and targets, we benefit in California from investments made in systems to collect data and provide information necessary to monitor the performance of the National Highway System (NHS) in urban areas. Performance monitoring of the recently expanded NHS will provide a more comprehensive picture of roadway performance and corridor throughput once we have data for the entire system. California also benefits from enhanced land use, transportation, and economic models used by our large Metropolitan Planning Organizations (MPOs) to evaluate the potential impact of a number of transportation, sustainability, and economic measures, and for use where data are limited. We have also partnered with other state departments and our MPOs to conduct a more comprehensive household travel survey for California than ever before to provide data necessary for modeling efforts.

We offer the following suggestions for the United States Department of Transportation's (U.S. DOT) rule-making development for the MAP-21 Status III performance measures of Traffic Congestion, Performance of the Interstate System, and Performance of the non-Interstate NHS (note that we will call the latter two measures "NHS performance" for the purposes of this letter). Suggestions regarding Status I and Status II performance measure areas under MAP-21 (e.g., Safety) have been or will be provided under separate cover.

While we understand that measures and obtainable targets will be considered for adoption in the near-term for the two areas of traffic congestion and NHS performance, California's longer-term, more comprehensive goals and multimodal transportation systems should be kept in mind. We want to identify performance measures that, as improvements in data collection, analysis, and

understanding are made, better capture the transportation benefits provided by improved land use, infill, and active transportation. Goals that require additional or improved monitoring or additional information from surveys will require heightened investment and focus in specific areas where gaps in data and/or information exist. We encourage consideration of additional federal investment to assist in the more comprehensive monitoring of performance.

MEASURES FOR TRAFFIC CONGESTION

Average Peak Period Travel Time. Given that agencies throughout California are working to reduce the amount of time people spend accessing the people, jobs, goods, and services they need, evaluating average travel time enables us to understand if we are being successful at improving this access. In analyzing the amount of time people spend traveling, we evaluate both the distance and the speed at which they are traveling. Considering this measure along with other measures like delay provides a more complete picture of how our transportation system is meeting the needs of our population.

Ideally, we will one day be able to measure travel times for all origins and destinations and for all modes. For now, we can begin measuring the average peak period travel time per commuter with vehicle speed and volume data. California can currently calculate travel times for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Annual Vehicle Hours of Delay and Annual Person Hours of Delay. Delay (vehicle- or person-hours) for a transit or roadway segment is the extra time spent traveling beyond what one would experience at a given threshold speed. Total delay in a corridor or an urban area is calculated as the sum of individual segment delays for each vehicle or person, and the delays experienced on each day are summed to determine the annual delay.

In California, we propose using 35 miles per hour as the threshold speed for measuring congestion on freeways. We propose this speed not because it is our goal for highway speeds, but because it is a

DATA FOR MEASURING TRAFFIC CONGESTION AND NHS PERFORMANCE

As we have discussed appropriate performance measures for evaluating traffic congestion and NHS performance, an important consideration has been the availability and quality of data. Currently, Caltrans collects a relatively large amount of vehicle traffic volume and speed data from vehicle detectors deployed on Interstates and other freeways that are part of the NHS in urban areas of the state. These data enable us to calculate a variety of performance measures for this subset of the NHS. The quickness and ease of calculating different measures varies based on the sophistication of the tools we have built into our Performance Measurement System (PeMS) for each particular measure.

In order to calculate performance measures related to congestion and performance for the entire NHS, one solution is to use third-party speed and/or travel time information. We understand that U.S. DOT may assist states in procuring speed and/or travel time data for the entire NHS, and this would help expedite reporting on many NHS facilities where we currently have no data. However, the data procurement is only a first step towards performance measure reporting. Currently, Caltrans does not use third-party speed data for performance analysis and we will face challenges in terms of data storage, processing, and analysis as we familiarize ourselves with the new data. We hope to integrate any new data sets with existing data systems to fully leverage investments we have already made. We also caution that there is still much to learn about third-party data and we anticipate needing to pay close attention to the quality of speed information on lower-volume segments of the NHS. Insufficient traffic volume data on these same segments may also be an issue.

Additionally, as we strive to build sustainable communities, we must obtain more vehicle occupancy data, transit data, and particularly walking and bicycling data to measure our success in encouraging multimodalism and implementing strategies like Complete Streets. More frequent (at least every two years) community or household travel surveys are necessary to fill in data gaps in each MAP-21 reporting cycle. To develop a robust national performance measurement program, Federal assistance in collecting these additional data will be required.

fair measure of the most severe congestion. Speeds less than 35 miles per hour represent significant lost capacity and have corresponding costs in terms of greenhouse gas emissions and economic productivity loss. We must conduct additional data collection and analysis to establish an appropriate methodology for calculating delay on signalized arterials on the NHS. Given that many states need to establish practices for calculating delay on arterials, we encourage FHWA to support additional research in this area with the hope of establishing a single, national standard for calculating arterial delay.

With its detector data, California can currently calculate delay on urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need speed/travel time data for all other roads on the NHS besides urban freeways.

MEASURES FOR NHS PERFORMANCE

Travel Time Reliability. Travel time reliability is concerned with the consistency or dependability of travel times from day to day, most often measured during weekday peak periods. Reliability is a useful measure in that it can inform transportation agencies about their success in managing congestion, including system management, incident management, and demand management strategies. It also reflects an important aspect of the traveler's experience. Reliability is a way of expressing how predictable travel times are such that travelers can correctly allocate the appropriate amount of time for their trip. It can be frustrating to travelers to have unexpected delays, resulting in them being late for work or appointments—events with potentially negative consequences. Shippers and freight carriers have repeatedly named reliability as the single most important issue with regard to moving goods in California. Just-in-time delivery is heavily dependent on reliable travel times.

California can currently calculate travel time reliability for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

Person Throughput per Lane Mile. Transportation system throughput is the number of people that pass through a location, a segment, or a corridor by all modes over a specified time. To the extent possible, an efficient system uses the maximum amount of available capacity. Thus, total person throughput measures how efficiently the available transportation resource has been used and indicates when efficiency improvements may be necessary. To calculate this measure for the full NHS, California can use traffic volume data from its urban freeway detectors and from the Highway Performance Monitoring System (HPMS), but we anticipate needing additional volume information in non-urban areas and on Strategic Highway Network routes, intermodal connectors, and principal arterials. Passenger count data from transit services and walking and bicycling data are necessary for a complete picture of person throughput.

MEASURES TO CONSIDER IN DATA ANALYSIS

Evaluating the relationship that these recommended measures have to other measures reflecting travel demand is useful in understanding true success in managing congestion and system performance. A valuable indicator of travel demand is **vehicles miles traveled per capita**. A vehicle mile traveled is defined as one vehicle traveling the distance of one mile. Total vehicle miles traveled, thus, is the total mileage traveled by all vehicles in a defined area. In order to evaluate system usage in relationship to travel demand, taking the extra step of calculating vehicle miles traveled per capita provides a picture of the trend in statewide transportation service consumption relative to population growth.

Recognizing that population change and economic indicators such as the unemployment rate, gross state product, personal income levels, and gasoline prices, among others, are factors to consider in analyzing transportation network performance, selected performance measures should not be applied in such a way as to penalize a state or region for the impact on travel demand associated with economic or population growth.

The Honorable Anthony Foxx
August 1, 2013
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OTHER CONSIDERATIONS

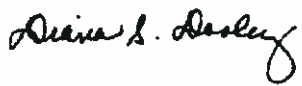
We appreciate the opportunity to comment on the performance measure areas of MAP-21 before the Notice of Proposed Rulemaking (NPRM). Because this performance-based approach is new and will require many states to reallocate resources to organize staff and create systems and procedures to do the necessary reporting, we hope that we will also have the opportunity to make substantive comments after the NPRM is released.

The Honorable Anthony Foxx
August 1, 2013
Page 8

Sincerely,




Brian Kelly
Secretary
California State Transportation Agency




Diana Dooley
Secretary
California Health & Human Services Agency



Ken Alex
Director
Governor's Office of Planning & Research



John Laird
Secretary
California Natural Resources Agency



Matt Rodriguez
Secretary
California Environmental Protection Agency

DATE: September 12, 2013

TO: Regional Council (RC)
Executive and Administration Committee (EAC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
Community, Economic Development and Housing Committee (CEHD)

FROM: Joann Africa, Chief Counsel; (213)236-1928, africa@scag.ca.gov

SUBJECT: Litigation Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Recently, there have been a number of litigation matters that are of interest to SCAG officials. Staff presents this Litigation Update to apprise the Regional Council; Executive/Administration Committee; and the Policy Committees of the current developments.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND AND SUMMARY:

1) Metro Expo Line Phase 2 project to move forward

On August 5, 2013, the State Supreme Court issued a favorable decision for the Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Construction Authority (Expo Authority), with respect to the CEQA lawsuit involving the Exposition Corridor Transit Project, also known as "Expo Phase 2" (*Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, No. S202828, August 5, 2013). The project, which seeks to extend the existing light-rail transit line from Culver City to Santa Monica, has been in litigation since 2010 when a neighborhood group challenged the project's EIR. SCAG's Regional Council previously authorized joining other public agencies in the filing of an Amicus Brief in support of the Expo Authority.

Affirming both the trial court and appellate court decisions, the California Supreme Court ruled on two important matters of law: (1) that an agency does have the discretion under CEQA law to analyze a project's significant impacts based upon a future conditions baseline if an existing conditions analysis would be misleading or without informative value; and (2) that mitigation measures that depended upon the cooperation of other public agencies were adequate under CEQA. While the high court did state that the Expo Authority *should have* analyzed the

project's effect on existing traffic congestion and air quality conditions, the Court found no prejudice on the part of the Expo Authority for solely analyzing the project's traffic and air quality impacts based upon future (i.e., year 2030) conditions. With respect to the mitigation measures in the project's EIR, which required that Los Angeles County Metro (as the operator of the transit line) work with local jurisdictions to address possible spillover parking problems, the court found the mitigation measures to be sufficient under CEQA stating that while the Expo Authority and Metro cannot guarantee local governments will cooperate to implement permit parking programs or other parking restrictions, the administrative record supported the conclusions that, these municipalities "can and should" do so in accordance with CEQA regulations.

This decision by the State Supreme Court is significant in that not only does it mean that the Expo Phase 2 project can now move forward, but also that lead agencies (such as county transportation commissions) can for CEQA purposes utilize a future conditions baseline in evaluating transportation projects if justified as well as utilize mitigation measures which reasonably defers action to other agencies. The Supreme Court's decision regarding mitigation measures is particularly relevant to SCAG given that since SCAG is not an implementing agency and lacks land use authority, the agency follows a mitigation approach in its EIR for SCAG's RTP/SCS which depends on the cooperation of other local agencies. This Supreme Court decision validates this approach. Additionally, while SCAG used existing conditions as the baseline in the 2012 RTP/SCS, SCAG may have some flexibility in the future.

2) "Plan Bay Area" (MTC/ABAG) and EIR for the Plan are challenged in three lawsuits

Last month, three separate lawsuits, primarily based upon CEQA, were filed against the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) regarding the adoption of its "Plan Bay Area" (Plan) which serves as the region's RTP/SCS and the certification of the EIR for the Plan, completed this past July. First, on August 6, 2013, a citizen coalition known as the "Bay Area Citizens" filed a lawsuit (*Bay Area Citizens v. ABAG and MTC*, No. RG - 1369063). Bay Area Citizens is represented by the Pacific Legal Foundation, a non-profit legal organization that litigates on matters related to property rights and limited government. CEQA requires that the EIR consider and discuss alternatives to the Plan (alternatives analysis). The Petitioners primarily alleging that the EIR alternatives analysis did not comply with CEQA since: (1) it did not include an alternative proposed by the Bay Area Citizens organization; and (2) the "No Project" alternative did not address the greenhouse gas emissions reductions (GHG) to be achieved by ARB-approved measures to improve vehicle emissions standards and fuel efficiency.

On August 16, 2013, a second lawsuit was filed by the Building Industry Association Bay Area (BIA) against ABAG and MTC (*Building Industry Association Bay Area v. ABAG and MTC*, No. RG - 13692098). The Petitioner challenges the adoption by ABAG and MTC of the Plan, including the sustainable communities strategy (SCS) component of the Plan, and the certification of the EIR for the Plan under CEQA. Petitioner additionally challenges ABAG's adoption of its Regional Housing Needs Assessment (RHNA). They allege violations of SB 375, which requires that the SCS set forth a regional land use and transportation plan that, if feasible, will attain the GHG target established by ARB for the region. The Plan includes strategies to achieve the GHG reduction targets by encouraging growth in "priority development areas"

(PDA). Under the Plan, PDAs are locally-designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. About 170 locally-designated PDAs were identified under the Plan to absorb about 80% of new housing units and over 65% of new jobs in the Bay Area.

The BIA mainly asserts in their lawsuit that: 1) the SCS is infeasible, in violation of SB 375 requirements, primarily due to alleged unrealistic development patterns focusing housing and jobs growth in PDAs; 2) under CEQA, the project description is inadequate as it relates to “integral components” of the Plan, and the alternatives analysis is inadequate including the “No Project” alternative due to inaccurate assumptions and misleading information (and other claims under CEQA); and 3) the RHNA failed to ensure that each city and county provide for an equitable share of the housing need of persons at all income levels, in violation of state requirements.

Finally, on August 19, 2013, a third lawsuit was filed against ABAG and MTC by Communities for a Better Environment (CBE) and the Sierra Club (*CBE and The Sierra Club v MTC and ABAG*, No. RG - 13692189). CBE and Sierra Club are represented by Earthjustice, a non-profit public interest law firm. Similar to the other two lawsuits, Petitioners challenge the EIR for the Plan as well as the Plan itself. Petitioners primarily allege that the EIR failed to adequately consider and analyze goods movement information, as well as health-related and socio-economic impacts of goods movement; improperly deferred formulation of goods movement mitigation measures until a later time; deferred goods movement analysis as part of an improper “piecemeal” approach; and other claims under CEQA. They further allege that the EIR failed to properly evaluate the Plan’s effects on GHG emissions in the transportation and land use sectors. Finally, Petitioners asserted that the Plan did not include all the required elements for regional transportation plans under state law.

Interestingly, to support its argument that the EIR failed to adequately address good movement matters, the *CBE* petition remarked on SCAG’s 2012 RTP/SCS, stating that in contrast to the Plan Bay Area, SCAG’s plan “includes a detailed description of goods movement in the project description, a detailed analysis of goods movement throughout the region, and proposes a variety of mitigation measures to address the environmental and health effects of goods movement.”

All three lawsuits were filed in Alameda County Superior Court, and the cases are expected to be consolidated and overseen by one judge. While still in the early stages of litigation, it appears that ABAG and MTC have good grounds for defense. As the cases progress, we will apprise the Regional Council of new developments and include any amicus effort that SCAG may wish to participate in to support ABAG and MTC. In addition, the CEQA requirements applicable to the programmatic EIR on the Plan Bay Area are the same requirements to which SCAG adheres to in developing the PEIR for SCAG’s RTP/SCS updates. As such, we will be watching these cases very closely to analyze any implications to the approach for SCAG’s 2016 RTP/SCS update and PEIR.

3) Appeal continues regarding SANDAG RTP/SCS EIR

The San Diego Association of Governments (SANDAG) is in the early stages of its appeal relating to the CEQA challenge of its EIR for its RTP/SCS which was adopted in 2011 (*Cleveland National Forest Foundation et al. v. SANDAG et al.*, 4th Appellate Court District, Case No. D063288). SANDAG is appealing the trial court's decision that; (1) its EIR's analysis on greenhouse gas (GHG) impacts was deficient because it did not include a comparison of projected regional GHG emissions through the year 2050 against statewide reduction targets established in a 2005 Executive Order issued by then-governor Arnold Schwarzenegger (Executive Order 03-05); and (2) that its EIR failed to adequately address mitigation measures for GHG emissions because it relied on the voluntary action of local governments and other public agencies. Like it did at the trial court level, SCAG will be joining other transportation agencies in filing an amicus brief in support of SANDAG in its appeal later this year. Interestingly, the decision by the State Supreme Court with respect to the mitigation measures for the Expo Phase II project is very timely and can be used by SANDAG to bolster its argument that its mitigation measures which required action by local agencies is permissible under CEQA.

4) Partial Ruling in California High Speed Rail- Proposition 1A case

On August 16, 2013, a Sacramento Superior Court judge issued a ruling in the first phase of a lawsuit filed by Kings County (*John Tos, Aaron Fukuda, County of Kings v. California High-Speed Rail Authority, et al.*; Case No. 34-2011-00113919-CU-MC-GDS). The judge ruled that the funding plan approved by the California High Speed Rail Authority (Authority) did not comply with Proposition 1A requirements. However, the ruling stated that the Court would not invalidate the legislative appropriation made through SB 1029 (July 2012 Budget Act). As part of the second phase of this litigation, a hearing will be scheduled on remedy issues.

In response to issues raised in this litigation, the Authority prepared a revised 2012 Business Plan which addressed problems identified by the court. On the day of this ruling, Dan Richard, Chairman of the Authority stated, "Today's ruling is that the legislative appropriation for high-speed rail... remains valid, and our work on the project continues."

ATTACHMENT:

None

REPORT

DATE: September 12, 2013

TO: Transportation Committee (TC)

FROM: Mike Jones, Senior Regional Planner, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Cargo-Oriented Development (COD)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Scott Bernstein, President and co-founder of The Center for Neighborhood Technology (CNT), a Chicago-based think tank that works to understand and effectively disclose the economic value of resource use in urban communities, will make a presentation on Cargo-oriented development (COD). COD is a growth strategy in which the downtown and industrial areas of cities and suburbs are redeveloped by leveraging existing transportation assets. The strategy concentrates manufacturing and distribution businesses at locations that provide benefits from efficient access to multiple modes of freight transportation, the presence of complementary businesses, and an available industrial workforce. Utilizing a community's underutilized freight assets is a development strategy that can offer significant benefits including business and job growth, the emergence and success of viable local small businesses, and cost savings for the average household. COD may serve as an increasingly advantageous development option for communities to capture the value of goods movement activities if they possess the prerequisite key assets.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improvement of regional decision-making by providing leadership and consensus building on key plans and policies, Objective b) Establish initiatives which bolster the ability and skills of the Regional Council and SCAG staff to understand articulate and utilize emerging ideas, policies and trends; and Objective c) Maintain transparency in all aspects of Agency's regional planning work; and Goal 4 - Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner, Objective a) Develop data and information to support planning, modeling and assessment programs and initiatives.

BACKGROUND:

Southern California is the premier gateway for international goods in the United States. Goods movement dependent industries generate more than \$249 billion in regional domestic product and support 2.9 million jobs in the SCAG region. However, freight movement is also a major source of regional traffic congestion and air pollution. Both the economic benefits and challenges of the region's freight industry are expected to grow over the RTP time horizon of 2035.

In 2004, The Center for Neighborhood Technology (CNT) conducted research to identify Chicago suburbs with high rates of unemployment that also possessed extensive assets for transit- and cargo-oriented development. These were older industrial communities with industrial plants built along rail lines, close to workers' homes, and downtowns with traditional main streets and street grids built around railroad stations.

Such communities have suffered since the 1970's from: (1) loss of U.S. manufacturing to overseas production; (2) construction of new industrial and distribution centers in exurban greenfields, where land was cheap and not previously worked; and (3) shift of retailing to regional shopping centers and big box stores at the expense of downtown shopping districts. The goals were to help these economically challenged older communities redevelop by fostering more compact development and freight transport patterns that reduce congestion and air pollution, while effectively returning prosperity to the community. After significant planning work, CNT facilitated development aimed at building local capacity to market investment opportunities, linking with public agency programs for economic development to secure discounted financing and infrastructure investments, and negotiating with private investors. By realizing the potential of cargo-oriented development, CNT is developing a model for capturing economic prosperity from goods movement activities in cities and suburbs.

FISCAL IMPACT:

No Fiscal Impact.

ATTACHMENT:

PowerPoint Presentation: "Getting the Full Range of Benefits from Southern California's Goods Movement Investment"

Getting the Full Range of Benefits from Southern California's Goods Movement Investment



Scott Bernstein

President, Center for Neighborhood Technology

Briefing for SCAG Transportation Committee | September 12, 2013

scott@cnt.org | www.cnt.org



Outline

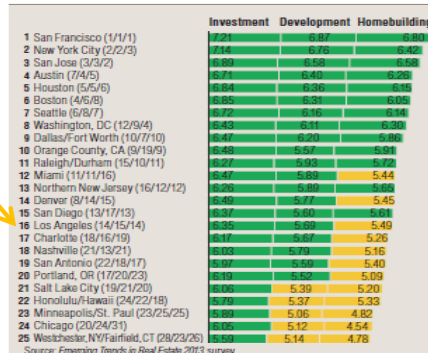
- Review the economic targets for Southern California's Goods Movement and Clean Freight Strategies
- Identify the benefits of emerging efforts to create and capture supplemental environmental, transportation, and economic value known as Cargo-Oriented Development (COD)
- Suggest an agenda for scoping the benefits of a COD strategy for your region



How the Investing Market Views Your Region

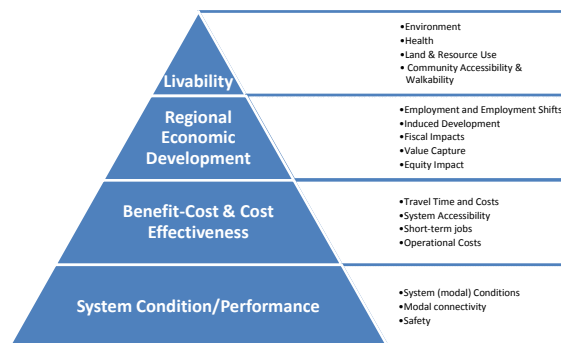
- PriceWaterhouseCoopers/ULI
Emerging Trends in Real Estate
 - Metro LA ranked #16 of Top 50 urban markets
 - Down from 2012 rank of #9**
- Typical positive comment, "Southern California is bulletproof."
- But Southern California economy is still 140,000 jobs in the hole compared with 2007
- Region is struggling to address:
 - TOD/infill development
 - improved intercity & freight networks

U.S. Markets to Watch: Overall Real Estate Prospects



Economic Impact Analysis: Moving Up the Ladder from System to Community Benefits

- Most of the excitement is around the top two rungs of this ladder
- Most of the benefits analysis is internally focused on the bottom two rungs
- Needs to be a more balanced approach to attract the full range of interested public and private investors



www.ssti.us/2012/05/economic-effects-of-transportation-investments/

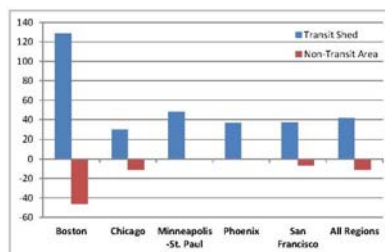
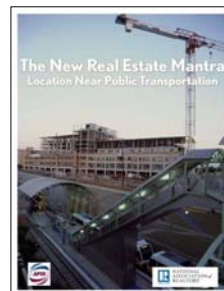


Sample Application

The New Real Estate Mantra: Location Near Public Transportation

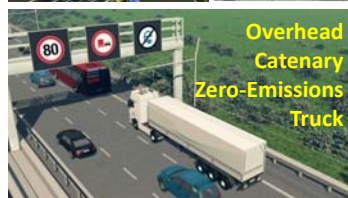
National Association of Realtors, CNT and APTA, March 2013

- Drop in average residential sales prices within the transit shed was smaller than in the region as a whole
- Boston station areas outperformed the region by 129%, Minneapolis-St. Paul 48%, San Francisco and Phoenix 37%, and Chicago 30%
- **Similar study could be done for cargo-oriented properties**



What Is Cargo-Oriented Development?

- Increasing the efficiency of first- and last-mile cargo connections, resulting in improved economic and environmental outcomes
- Intensifying use of land adjacent to major transportation terminals (rail yards, seaports, inland ports, airports)
- Intentionally improving local connectivity through better intermodal connections, therefore market development & market share
- Creating and capturing improved economic value locally



High Performance COD: Transport and Location Efficiency

- Electric Drives + Clean Energy = Low-Zero Emissions, 40-100% Reduction
- Efficient Vertical Stacking + RFID Tagging + IT = 60% Reduction in Land Used
- Efficient Container “Flipping” Reduces Dwell Time and Congestion
- Joint Infrastructure Cost-Sharing Opportunities With Electrical Utility and Proposed Mass Transit



Joint Utility + Transit Service Corridors in Canada



Calgary, AB: World's 1st Wind-Powered Zero Emissions Light Rail = “Ride the Wind”



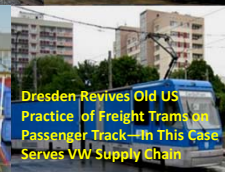
Pathfinder Flipping Station Keeps Dwell Time to < 15 Min Reduces Yard Congestion



NREC N-Vironment Ultra High Efficiency Tier 3 Locomotives



Improves Productivity Zero Emissions Reduces Noise



Dresden Revives Old US Practice of Freight Trains on Passenger Track—in This Case Serves VW Supply Chain



Smarter Use of Underutilized Freight Yard Land...

Revitalizing Older Communities Using Transit and Cargo-Oriented Development—Blue Island, Chicago Area, IL

- Traditional “main street” downtown land-locked between Cal-Sag Channel and short-line freight yard, prevents expansion
- Develops and executes plan to trade a 90-acre brownfield along train line for 34-acre yard, enabling industrial expansion and dedicated truck highway to remove cargo traffic from residential and downtown area
- Waterfront area opened, enabled mixed-use development
- Opening downtown and waterfront enables both cargo- and transit-oriented development



Downtown TOD



Adjacent Cargo-Oriented Development or COD



CHICAGO'S SOUTH SUBURBS

SMART GROWTH IN OLDER COMMUNITIES



...Leads to Local Site Access Improvements

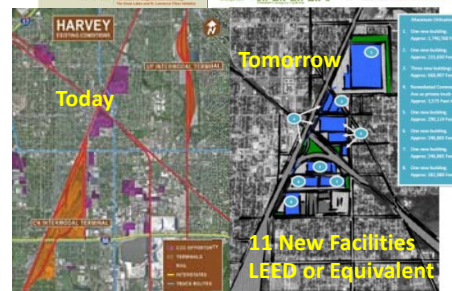
- CN Intermodal expansion
- \$1.2 Billion Investment
- Makes TIME Zone a destination for Prince Rupert Island BC, Canada shippers

13,400 new jobs
\$2.3 Billion in new income
\$232 million in new tax revenue
96 million fewer vehicle miles traveled
46,000 MT of CO₂ eliminated



High Performance COD: Building + Landscape Efficiency

- Land-swapping for industries restores downtown grid
- Form-based code regulates acceptable mixing of land uses
- Street enhancements favor pedestrian and TOD character
- Permeable landscape minimizes flooding + infrastructure expense
- Better ROI

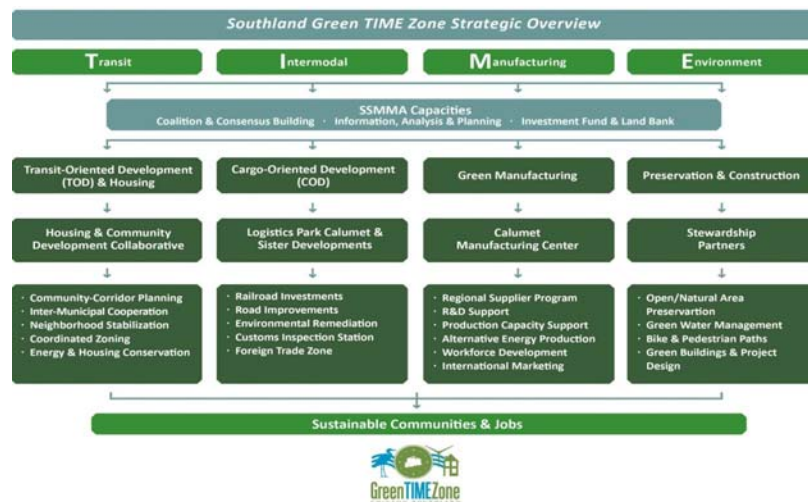


Chicago Southland TOD + COD Assets:

32 Commuter Rail Stations, 4 Intermodal Yards, Many Freight Yards, 4 Class I Railroads and Many Regional RRs

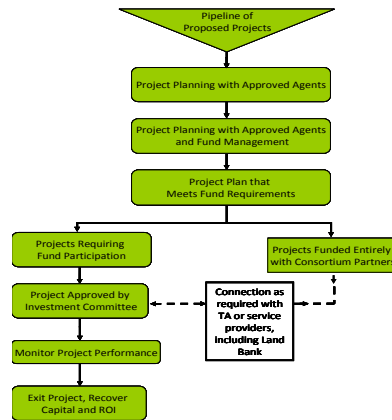


Green TIME Zone



Community Development Fund: Southland Sustainable Communities Fund

- Obtained HUD Challenge Grant
 - Applied in August 2010
 - Awarded \$2.35M in October 2010
 - 3-year grant period began March 2011
- Create community development tools to support sustainable redevelopment in the sub-region
 - Upgrade information systems and GIS capabilities
 - Coordinate TOD policies and development processes
 - Establish a land bank
 - Establish a community development fund
- Job creation component
- Bank consortium component
- Housing Investment Tool



State & Local Government Initiatives

“BRIMPA” Legislation

- New type of value capture
- Passed by Illinois General Assembly
- Allows capture of income taxes from workers within 2 miles of a COD
- Applies to Centerpoint-Joliet, & Green TIME Zone



BUILT in Cook County Fund

- \$30M low-interest loans for TOD or COD
- Established by Cook County government
- Capitalized by HUD permission to loan \$ against future apportionments of Community Development Block Grant funds



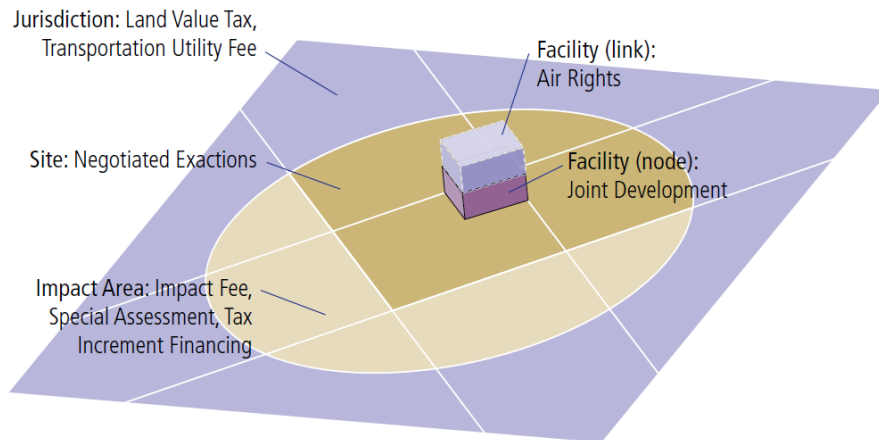
South Suburban Land Bank

- To combat community deterioration by returning vacant properties to productive use in order to provide housing, industry and employment for the citizens of the communities.



Capturing Value Created by Transit or Freight at the Station & Neighborhood:

How You Define it Determines What's Possible



Source: U. of Minnesota, Hubert Humphrey Institute, 2008



Cleveland Health Line / Euclid Avenue BRT:

Significant Development Downtown and at University Circle
But Very Little In Between

What You Connect Your System to Determines What's Possible

\$4 Billion in New Investment
Concentrated Near Public Square and
University Circle

Good traffic mover
Supports expansion
Not an incentive for reinvestment



Filling In Missing Links:

Higher Development Intensity Results in Higher ROI

Reduced Portland VMT & Transport Carbon 67%
Part of Portland Climate Plan (From Street Smart, CTOD 2006)

STREETCARS ARE DEVELOPMENT-ORIENTED TRANSIT



DEVELOPERS SAY THAT the permanence of the fixed guideway helps mitigate the risk, and the higher densities and lower parking ratios typically permitted in downtowns make projects more profitable. These densities would not be possible, however, if there was no streetcar. Before the alignment was selected for the Portland streetcar land in the Pearl only captured 19 percent of all development in the CBD; after it was chosen the land captured 55 percent.

	Start of Service	Initial Track Miles	Initial System Cost Per Track Mile	Initial System Cost	Development Investment	Return on Investment
Kenosha	2000	2.0	3.10	6.20	150	2319.35%
Little Rock	2004	2.5	7.84	19.60	200	920.41%
Tampa	2003	2.4	20.13	48.30	1000	1970.39%
Portland (1)	2001	4.8	11.50	55.20	1046	1794.93%
Portland (Ext.)	2005	1.2	14.83	17.80	1353	7501.12%

TABLE 1:
Private Returns
on the Public
Investment

Source: Reconnecting America

Gateway District: Phoenix, AZ

- Employment-oriented sub-region
- 3 LRT Stations
- Highly oriented to airport & local employment centers (US Air, ASU, Sky Harbor)
- Partly TOD, partly COD



- ✓ Minimize up-front utility costs by a focused effort on demand-side management & "micro-grids"
- ✓ New Investment Partners in Infrastructure—Arizona Public Service, Salt River Project, Sky Harbor Airport?
- ✓ Use Sustainable Communities Fund as a "Structured Fund" to keep land and utility costs off-balance sheet for up to 7 years
- ✓ Use existing/new limited institutional authority for Business Improvement Districts or Municipal Utility Districts to "act like a TIF"



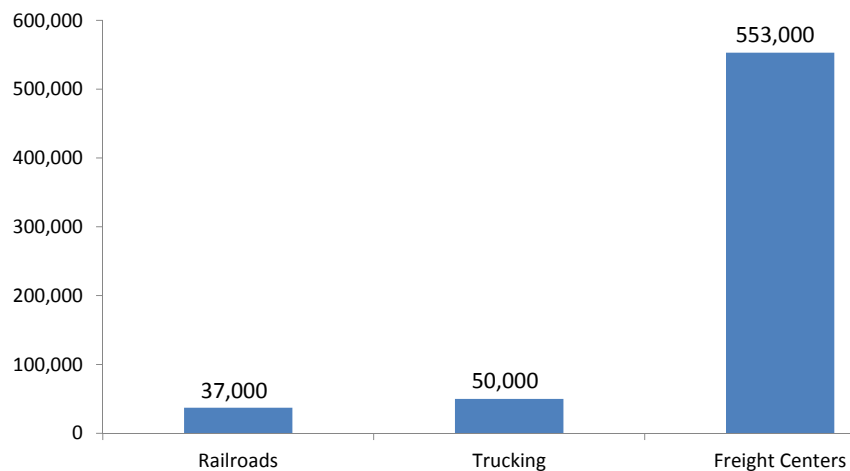
Connecting...

- 44th St. and Washington LRT
- Connects to airport directly via Sky Train People Mover
- Provides Connections to Job-Rich COD

REINVENTPHX



Chicago Freight Facilities are Major Job Anchors



David Chandler, Albert Benedict and Stephanie Dock. *Quality of Jobs Linked to Freight Transportation*. 87th Annual Meeting of the Transportation Research Board. January 13-17, 2008

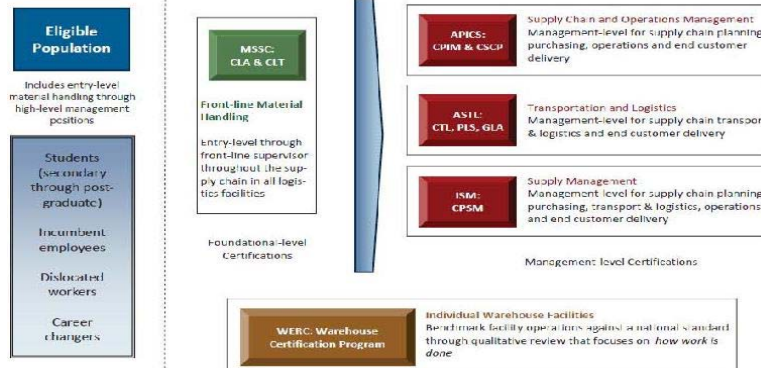


Raising the Bar for Economic Development: Expectations Related to Transportation Logistics Really Pays Off

Supply Chain & Logistics Certification Network

Training and certification available at all education levels throughout the supply chain and logistics industry

Industry-recognized, nationally-portable credentials that can be used individually or as part of career pathway planning

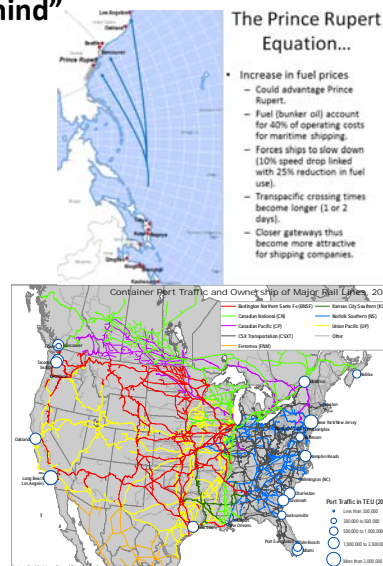


Note for Southern CA: This addresses role of training and community colleges in partnership with industry

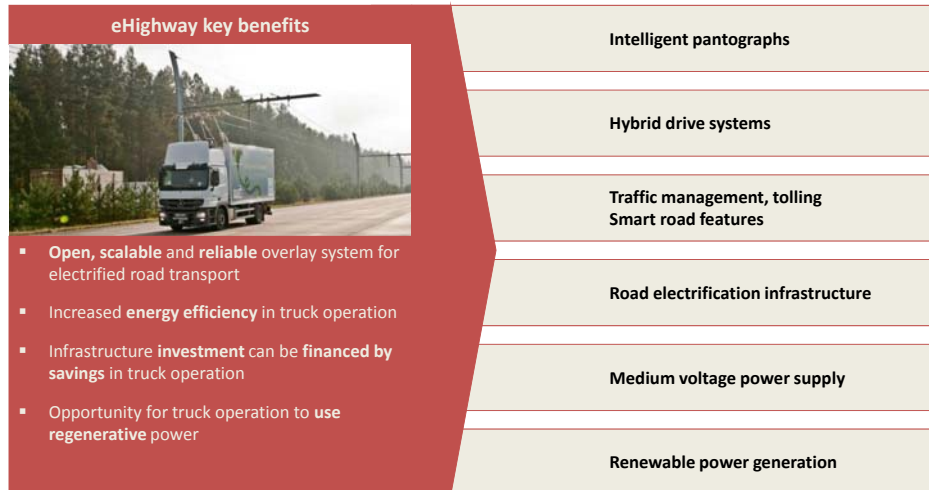


Current and Future Likely Market Influences: Competition Means “Leave No Money Behind”

- Clearer and sharper focus on “what works” for economic development favors a distributed resources approach to cargo movements
- Better understanding of regional cargo needs favors investment in localized network of intermodal facilities to complement the “main line” San Pedro Bay – San Bernadino corridor
- Greater flexibility enables “game-changers” such as Prince Rupert and Panama Canal to add local market value not just take it away
- Regulation and Extended Producer Responsibility takes off, favoring “green” port and intermodal facilities
- Continued gap between income and cost-of-living trends and need for greater public ROI favors coordinated investment between passenger and freight transportation investments and facilities



E-Highway as an Electric Freight Transport Solution: Essential Value Drivers



Courtesy: Siemens Infrastructure

E-Highway Applications Include Shuttle as well as Long-haul Traffic

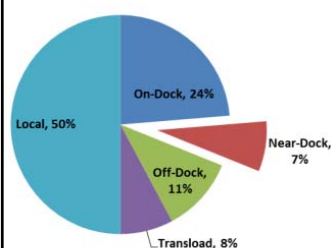


Figure 8. Container mode splits at the SPB Ports in 2008

Shuttle transport

- Solution for high frequency shuttle transport over short and medium distances (<50km)
- Lower fuel consumption and longer lifetime
- Reduction of air and noise pollution



Electrified long-haul traffic

- Economical and sustainable alternative for road freight transport
- Significant reduction of CO₂ emissions
- Substantial cost savings for freight carriers



Smarter Asset Management

- Local Wi Fi Network
- Dynamic Zoning,
- 2 cm accurate GPS
- Avoids queuing & congestion



Courtesy: Mi-Jack

High Performance COD: Transport & Location Efficiency Features

- Electric Drives + Clean Energy = Low-Zero Emissions, 40-100% Reduction
- Efficient Vertical Stacking + RFID Tagging + IT = 60% Reduction in Land Used
- Efficient Container "Flipping" Reduces Dwell Time and Congestion



Courtesy: Mi-Jack



Applications to an Expanded Goods Movement Agenda

- Retrofitting legacy freight yards such as BNSF-San Bernadino and ICTF-UP-LA for location efficiency and landscape efficiency
- Joint development of regional manufacturing and related activity around distributed freight centers region-wide
- Regional investment in expanded rail capacity justified by both cargo and transportation capacity benefits, AND by local value capture
 - Omnitrans sbX connections between Redlands-Loma Linda U. – San Bernadino – Ontario Airport



Fine Tuning Goals and Strategy:

“Optimizer” Tool Enables Benchmarking toward Best Practices

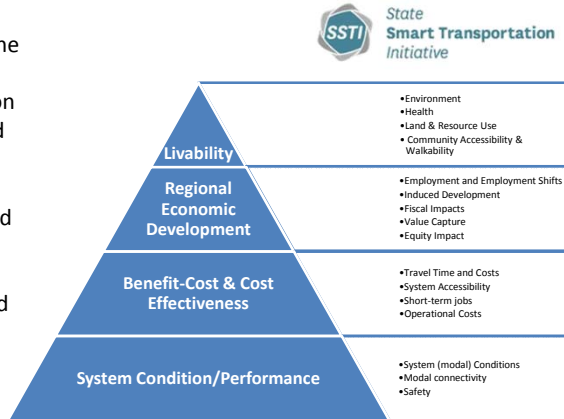
SUMMARY OF OPTIMIZER VARIABLES

CATEGORY	TOD	COD
Land Use and Development Scale	Size and contiguity of vacant or underutilized properties; land fragmentation; average block size; land use diversity; housing density	Size and contiguity of vacant or underutilized properties; land fragmentation; industrial land use
Transportation Assets	Transit availability and ridership	Transit availability; proximity to expressway exits, freight rail, intermodal terminals, trans-load facilities and truck routes
Business Characteristics	Data on employment and sales for nearby commercial businesses	Data on employment and sales for nearby businesses; proximity to industrial and logistics businesses
Demographics	Aggregate household income; H+T costs; foreclosures	Educational attainment of workforce; employment sectors



Re-Scope the Potential Economic Benefits of the RTP's Goods Movement Plan

- Examine potential benefits on the top two rungs of this ladder
- Include benefits of value creation and capture in communities and sectors served by the region's cargo network
- Include opportunities mentioned but not currently in the plan
 1. Expanded rail capacity shared between cargo and passenger
 2. Integration with manufacturing and tech sector investments



Thank You!

scott@cnt.org | sarah@cnt.org | david@cnt.org
www.cnt.org

West Cook County COD and TOD Report http://www.cnt.org/resources/west-cook-county-codtod-report/
Chicago's South Suburbs: Smart Growth in Older Communities http://www.cnt.org/resources/chicagos-south-suburbs-smart-growth-in-older-communities/
Chicago Southland's Green TIME Zone http://www.cnt.org/resources/chicago-southlands-green-time-zone/
Financing Intermodal Transportation http://www.cnt.org/resources/financing-intermodal-transportation/
Economic Impacts of Transportation Investing: www.ssti.us/2012/05/economic-effects-of-transportation-investments/



@CNT_tweets | facebook.com/CenterforNeighborhoodTechnology

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REPORT

DATE: September 12, 2013

TO: Transportation Committee (TC)

FROM: Pablo Gutierrez, Regional Planner Specialist, (213) 236-1929; gutierre@scag.ca.gov

SUBJECT: Draft 2015 Federal Transportation Improvement Program (FTIP) Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG, in cooperation with the State (Caltrans), the county transportation commissions, and the Transportation Conformity Working Group (TCWG) is in the process of updating the 2015 FTIP Guidelines. The Draft 2015 FTIP Guidelines are currently under review and will be presented at the October 3, 2013 Transportation Committee meeting to recommend Regional Council approval.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

SCAG is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with the county transportation commissions and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting the county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

Overall, language has been clarified to reflect the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. Additional updates to the 2015 FTIP Guidelines are as follows:

- FTIP Adoption Schedule
- Technical updates to regional emissions and modeling criteria
- Updates to database codes necessary to conduct transportation conformity analysis
- Language clarification where necessary

REPORT

These guidelines reflect the current process of transportation programming. These guidelines assume continuation of all major federal programs currently found in MAP-21 for the 2015 FTIP period.

The guidelines will be modified if programs are modified, added, and/or deleted to be consistent with applicable laws. However, any changes or modifications that affect SCAG's policy will be presented to the Transportation Committee and Regional Council for approval.

Hard-copies of the 2015 FTIP Guidelines are available upon request and may be accessed online at: <http://www.scag.ca.gov/ftip/pdf/draft/2015/Draft2015FTIPGuidelines.pdf>

On October 3, 2013, staff will seek approval of the Final FTIP Guidelines from the Regional Council, as well as approval concerning delegation of authority to SCAG's Executive Director to approve FTIP Amendments and FTIP Administrative Modifications.

FISCAL IMPACT:

Work associated with this item is included in the current FY 13-14 Overall Work Program (14-030.SCG00146 Federal Transportation Improvement Program)

ATTACHMENT:

None

DATE: September 12, 2013

TO: Transportation Committee (TC)

FROM: Rich Macias, Director, Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: SCAG Aviation Program Draft Consultant Scope of Work for the 2016- 2040 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Discussion.

EXECUTIVE SUMMARY:

At the June 6, 2013 Transportation Committee (TC) meeting staff provided an update on the SCAG aviation program, including the work plan for the 2016-2040 Regional Transportation Plan/ Sustainable Community Strategy (RTP/SCS). Included in the work plan is the need for an aviation planning consultant to assist staff in the development of an updated aviation demand forecast and airport ground access elements. Accordingly, staff has developed a scope of work, circulated it to the key aviation industry stakeholders represented on the Aviation Technical Advisory Committee (ATAC), incorporated their input and is now ready for release.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional Plans; Goal 4: Develop, Maintain and Promote the Utilization of State-of-the-Art Models, Information System and Communications Technologies; Objective a) Develop and maintain planning models that support regional planning; and Objective b) Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

At the June 6, 2013 Transportation Committee (TC) meeting staff provided a presentation on the status of SCAG's aviation program and the current state of aviation overall in the SCAG region. Regional aviation demand forecast that takes into account various industry and policy considerations must be developed for the 2016- 2040 RTP/SCS. In addition, Airport Ground Access element of the RTP/SCS must also be updated.

SCAG requires the services of an aviation planning consultant to develop a credible and technically defensible update of the aviation demand forecast as well as the airport ground access improvements associated with the updated forecasts for the 2016-2040 RTP/SCS. Over the past three (3) months staff has prepared and circulated the Draft Scope of Work to industry stakeholders represented on the Aviation Technical Advisory Committee (ATAC). Staff has incorporated their comments and suggestions into the attached version, which is ready for release. The focus of the proposed Scope of Work is on the technical work in support of the updates to the aviation demand forecast update and airport ground access improvements. Additionally, consultants may also provide technical support that may be necessary to

implement Regional Council direction.

Staff anticipates having a consultant team in place through the competitive selection process by the January, 2014 RC meeting. Consultant work can begin in the coming months by collecting baseline data for the aviation demand forecast, which is needed for any policy level discussions that could begin in early 2014.

FISCAL IMPACT:

Activities related to the Aviation Element of the 2016-2040 RTP/SCS are included in the SCAG budget under 14-230.SCG0174.05.

ATTACHMENT:

Draft Consultant Scope of Work for the 2016- 2040 Regional Transportation Plan (RTP/SCS) Regional Aviation Demand Forecast, Airport Ground Access Analysis and Aviation Economic Impact Analysis.

**Request-for-Proposal (RFP) for the 2016-2040 Regional Transportation Plan (RTP/SCS)
Regional Aviation Demand Forecast and
Airport Ground Access Analysis and Aviation Economic Impact Analysis
RFP No. XX-XXX**

Airport Category

- Light Personal Aircraft
- Small Corporate Aircraft
- Commuter Aircraft
- Commercial Aircraft

Sources: SCAG, ESRI Shaded Relief, Tele Atlas

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Every four years SCAG updates its Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), including its Regional Aviation and Airport Ground Access Element. The next RTP/SCS is expected to be adopted in 2016 and will be based on a 2040 forecast (the current adopted forecast goes to 2035). A key component of the Regional Aviation Element is a forecast of regional air passenger, operations, and cargo demand at commercial airports in the region, based on a range of aviation system scenarios evaluated, with one of these ultimately adopted by the SCAG Regional Council for the RTP/SCS. Scenarios considered for the 2012-2035 RTP/SCS respected legally-enforceable and physical capacity constraints at constrained urban airports, and encompassed low, medium, and high regional aviation demand forecasts. For the 2016- 2040 RTP/SCS, the new scenarios will be based on a similar approach, updated to include changes in the aviation industry, the aging pilot population, automation of the customer experience, new regional airport infrastructure plans, major airport ground access projects, economic drivers, and recent regional trends.

California State law requires that SCAG, as part of its RTP/SCS planning process, develop an airport ground access improvement program. The program “shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate. Highest consideration shall be given to mass transit for airport access improvement projects in the program” (California Government Code 65081.1). Federal law requires that access to airports in the RTP/SCS “shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products” (U.S. Code of Federal Regulations, Title 23 Part 450, Section 316). To satisfy these requirements, SCAG has developed airport ground access elements for its 2004, 2008, and 2012 RTPs. A new and updated airport ground access element will be appropriately developed for the 2016-2040 RTP/SCS building upon the airport ground access element contained in the 2012-2035 RTP/SCS.

More information on SCAG and the Aviation Program can be found on SCAG’s website at <http://scag.ca.gov/aviation>.

Purpose

The primary purpose of this work effort is to develop new 2040 regional aviation demand forecasts and a new airport ground access element for the 2016-2040 RTP/SCS, for air passengers, operations, and air cargo. A regional aviation economic impact analysis of the forecasts will also be developed. The demand allocation process will reflect the varying airport attributes at the different airports in the regional system, including travel times to airports, physical capacity constraints at constrained airports, and future flight frequencies and portfolios. The scenarios will incorporate the national and international economic outlook, national aviation industry fluctuations in air passenger and air cargo demand growth, changing aircraft fleet mixes and load factors, changing service patterns, enhanced security requirements, and revised demographic and ground access forecasts. Air passenger, operations, and air cargo demand allocations will be made to all 10 air carrier airports in the regional system, as well as to two commuter airports. The forecast typically has no unmet regional demand and assumes that passengers will utilize an improved ground access system to reach airports with available

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capacity. General aviation's role in business aviation, airspace usage and aviation support will be highlighted.

The forecasting process will involve aviation demand generation, forecasting, and allocation techniques, using computer modeling techniques or comparable methodologies that are capable of replicating complex airport interactions in a multi-airport system. The Consultant will thoroughly document the specific methodology and assumptions that are proposed to be used. The demand generation process will reflect the latest demographic forecasts developed by SCAG (provided by SCAG), available passenger survey information on airport origins and destinations, airport preferences, and trip generation rates collected by local airport authorities. Available data from the adopted RTP/SCS, Airport Master Plans and the FAA Terminal Area Forecast (TAF) shall be considered.

Travel times from demand concentrations to airports will be an important element in the demand allocation process. They will reflect currently funded and programmed ground access improvements to airports, and any major additional improvement assumed in the scenario building process. These will include rail extensions/connections to airports, new express bus service to airports, new high-speed rail (HSR) access, and new remote terminals assumed to be linked to various airports via a future high-occupancy vehicle/high-occupancy toll (HOV/HOT) network or rail extensions/connections to specific airports.

The Consultant will also generate air cargo demand on a regional and subregional basis. The air cargo demand generation will reflect SCAG demographic forecasts as well as available shipper survey data. To the extent possible, consultants shall compile results from all known surveys/studies related to air cargo across the region, including those prepared by Caltrans and other SCAG region airports and utilize them in this project. The air cargo allocation process will be based on factors such as truck/van travel time to cargo terminals at airports, airport hours of operations, and future flight frequencies and portfolios. For air cargo, the allocation process will also include an estimation of the future split between belly and freighter cargo to estimate the number of all-cargo freighter aircraft at each airport for each forecast year.

The Consultant will develop up to four scenarios with varying assumptions on how demand is allocated (potentially ranging from highly constrained to unconstrained). Scenarios will be defined through technical input and guidance from SCAG's Aviation Technical Advisory Committee (ATAC) and policy direction from the SCAG Transportation Committee and any applicable subcommittee(s). Ground access time and predictability from each subregion to each airport will be determined using travel time data from SCAG's Regional Travel Demand Model that incorporates planned and programmed ground access projects.

In addition to passenger and cargo allocations to airports, the Consultant will also generate forecast data for each airport that is necessary to perform aviation-related environmental analyses for the 2016-2040 RTP/SCS, and to input to the Regional Travel Demand Model for modeling regional transportation alternatives for the 2012-2035 RTP/SCS. These data include aircraft operations by airport, aircraft type and time of day, and passenger vehicle and air cargo truck trips by vehicle type and time of day, from each SCAG transportation analysis zone (TAZ) to each airport.

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Lastly, the Consultant will develop a regional aviation economic impact analysis of the Preferred Scenario. Data from the most recent SCAG regional demographic forecasts, and economic data at the national, state, and regional levels will be employed in the analysis.

This will be a multi-year work effort. It is anticipated that work will be completed by the end of June 2015, in order to provide timely input to the development of the Draft 2016-2040 RTP/SCS.

Tasks and Deliverables

The Consultant will complete the following tasks and submit the associated deliverables:

1. Project Management

The Consultant shall develop and refine a detailed action plan to accomplish all of the tasks identified in the Scope of Work leading to a successful completion of the deliverables within the defined time frame and available budget. This could include identification of roles and responsibilities, specific description of the work and action steps, detailed project schedule, budget by task, progress reporting protocol, and quality control measures. The action plan shall describe, document, and justify the technical approach that will be taken in carrying out the various tasks, particularly tasks involved with data collection and the development of methodologies to forecast and allocate demand, and evaluate the scenarios. The Consultant shall refine the work program under the direction of the SCAG project manager.

The Consultant shall prepare quarterly progress reports describing work activities and work products completed during that period. Progress reports shall also detail any issues faced during the time period, steps being taken to resolve the issue, and a timeframe for a satisfactory resolution of the issue.

The Consultant shall prepare technical memos for and conduct coordination meetings with SCAG staff and others meetings as necessary in order to discuss progress updates, resolution to any issues, and facilitate the review of deliverables. The Consultant shall prepare summary notes from the meetings.

Deliverables:

- *Action Plan*
- *Quarterly progress reports*
- *Meeting agendas and summaries*

2. Methodologies and Procedures

Develop and document appropriate methodologies and procedures to update the air passenger, operations, and air cargo demand forecast and allocations. Thoroughly document the assumptions used to update the regional aviation demand forecasts, and airport ground access and aviation economic impact analyses. This will include analytical techniques for generating, forecasting, and allocating air passenger, air operations, and air cargo demand for 2040 and

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interim years, and for reviewing and updating needed arterial, intersection, and interchange improvements in airport service areas for the 2016-2040 RTP/SCS Airport Ground Access Element. Also, document the approach that will be used to collect any additional data needed to develop the forecasts and conduct the ground access analysis work.

Assumptions shall include, but not be limited to the national and global economic trends, enhanced security and passenger processing requirements, passenger dwell time trends, airport technology integration, airspace/airfield technology enhancements, business aviation needs, relationships with general aviation, trends in cargo handled by all-cargo aircraft, changes in airfares and other airline costs, and flight cutbacks, route restructuring, and new airline business/service models. It is expected that industry standards and professional judgment will also be used.

Additionally, document the methodology, approach, and data required to carry out the regional aviation economic impact analysis.

Deliverable:

- *Report documenting methodologies and procedures that will be utilized in updating regional air passenger, air operations, and air cargo forecasts, and allocations as well as economic impact analysis.*

3. Data collection

Collect and compile recent regional airport activity and facility data, including aircraft operations, fleet mixes, load factors, service patterns, facility improvements, and airport master plan revisions at air carrier airports in the region. Service patterns should reflect recent operational and business model changes in the airline industry. Update any changes to legally-enforceable capacity constraints at Los Angeles International, John Wayne, Long Beach, and March Inland Port Airports, and estimate the forecast year 2040 passenger, operations and cargo levels currently allowed by those constraints in cooperation with local airport authorities. Compile any passenger intercept surveys that may have been conducted at any Southern California airport. The surveys will have different methodologies and questions, but relevant information may be obtained by examining the overall results. No new or additional surveys are included in this scope of work.

Collect and compile latest socioeconomic data from the most recent SCAG demographic forecasts, to be used in calibrating aviation demand generation and air passenger airport choice variables in conjunction with other data, such as passenger survey and travel time data.

Deliverable:

- *Preliminary compilation of datasets collected*

4. Ground Access Inventory

Inventory the status of major regional ground access facilities to commercial airports in the region, including existing and planned rail access to airports, HOV/HOT access to airports, new remote terminals new express bus service, and local ground access improvements, including arterial, intersection, and interchange improvements. Compare inventory to planned improvements in the 2012-2035 RTP/SCS Airport Ground Access Element, and identify those projects that have been completed or are no longer relevant, in consultation with local agencies and authorities. SCAG will provide current and forecast travel time data from each SCAG transportation analysis zone (TAZ) to each commercial airport using outputs from the SCAG regional transportation model and other survey data.

Deliverable:

- *Preliminary lists of Airport Ground Access Improvement projects categorized by baseline projects, fiscally-constrained projects, and strategic or fiscally-unconstrained projects.*

5. Analysis of Airport Capacity Constraints

For capacity-constrained urban airports conduct facility capacity analyses for each airport system (i.e., ground access, curbside, ticketing, baggage handling, aircraft gate, taxiway/runway, and airspace systems) to identify the ultimate capacity-limiting factor of each airport's physical infrastructure. In conjunction with airport hours of operation and forecast aircraft fleet mix and load factors for each airport, estimate the physical capacity of each airport in terms of both total passengers, cargo, and aircraft operations.

Using available data and information develop a General Aviation white paper that describes:

1. The Impact of NextGen on airspace constraints between general aviation and commercial service airports in the SCAG region.
2. The Impact of Tower Closures on General Aviation in the SCAG region. Or,
3. Unmanned Aircraft Systems (UAS) and the opportunities and challenges associated with their integration in the National Airspace System (NAS) from a Southern California perspective.

The development of this paper will use input and guidance from the Aviation Technical Advisory Committee (ATAC), with policy considerations being guided by the Aviation Subcommittee or Transportation Committee.

Deliverable:

- *Preliminary report describing the results of Airport Capacity Constraints analysis*
- *General Aviation white paper described above.*

6. Regional Aviation Demand Forecasts

Using the methodology and data in Tasks 2 and 3, develop regional air passenger, operations, and cargo forecasts for 2040, differentiated by varying assumptions about future growth rates in regional aviation demand, as guided by the SCAG ATAC, Transportation Committee, and any applicable subcommittee(s). For the adopted “Preferred” scenario, this information will also be generated for 2020 and 2030. There shall be up to four scenarios.

The most recent SCAG demographic forecasts and airline activity trend data will be used to calibrate aviation demand generation variables in the regional aviation demand generation process. The forecast may distinguish between resident, visitor, and connecting passengers. Well-wishers, plus arriving passenger meeters and greeters, and employee trips may be included as well.

Compare each forecast scenario to recent aviation demand forecasts developed by the FAA, the airlines, aircraft manufacturers, airport operators, and other regional planning agencies in terms of comparable growth rates. Disaggregate regional aviation demand for each scenario down to a subregional and/or county level.

Deliverables:

- *Draft Regional Aviation Demand Forecasts and supporting technical documents*
- *Final Regional Aviation Demand Forecasts and supporting technical documents*

7. Ground Access Analysis

Using the Preliminary List of Airport Ground Access Improvement Projects from Task 4, analyze existing ground access capacity deficiencies and estimate future conditions (with added airport ground access trips). Identify future ground access capacity deficiencies and potential additional expansions or improvements. Conduct supplementary new analyses for specific projects where needed.

Evaluate all Strategic Plan ground access projects in the 2012-2035 RTP/SCS recommended for further study, particularly the express bus service recommendations. Combine all projects into a new airport ground access element for the 2016-2040 RTP/SCS including all recommended HSR alignments and stations, rail extensions/connections, new express bus service, remote terminal projects, and arterial, intersection, and interchange improvements for the Preferred Scenario.

Separate projects into highway, arterial and local street projects, and public transportation projects. Identify those projects that merit further study and inclusion in the 2016-2040 RTP/SCS Strategic Plan.

Deliverable:

- *Draft Airport Ground Access Element for the 2016-2040 RTP/SCS*
- *Final Airport Ground Access Element for the 2016-2040 RTP/SCS*

8. Regional Airport Economic Impact

In cooperation with the SCAG ATAC, Transportation Committee, and any applicable subcommittee(s), estimate direct, indirect, and induced employment and dollar impacts associated with the high, medium, and low 2040 regional aviation demand allocation scenarios developed in Task 6, using a selected input-output methodology. Disaggregate estimated 2040 economic impacts for the adopted/preferred aviation demand forecast scenario down to the subregional and/or county level. To the extent possible, in compiling this report, consultants shall utilize existing or ongoing economic impact reports prepared by the regional airports and/or other independent entities such as the Los Angeles County Economic Development Corporation (LAEDC).

Deliverable:

- *Report that quantifies the economic impact of SCAG Region Airports*

9. Trip Tables

For every scenario listed above, a Trip Table in Excel format is the quantitative deliverable. The trip tables quantify, by airport, the number of users coming from (and going to) each Transportation Analysis Zone (TAZ) throughout the Region in 2040. SCAG will provide the format of the tables to the team. Vehicle trips are broken down by time of day, auto (single passenger, carpools of 2, 3 or 4_+) and trucks. Each scenario will contain seven matrices. It is anticipated that, for every scenario, there will be up to three rounds of edits before the final deliverable. For the Preferred (Adopted) Scenario, additional detail for 2020 and 2030 will be required.

Deliverables:

- *Draft Trip Tables that quantify demand between each SCAG Region TAZ and every commercial airport for every scenario. The preferred format for the deliverable is TransCAD.*
- *Trip Tables for the Preferred Scenario that quantify demand between each SCAG Region TAZ and every commercial airport in 2020, 2030, and 2040.*

10. Draft and Final 2016-2040 RTP/SCS Aviation Element and Appendices

Prepare all deliverables into a format that can be readily inserted into the 2016-2040 RTP/SCS document as its Aviation Element. This could include the work of combining, consolidating, coordinating, and condensing the original deliverables. Additionally, all background materials, assumptions, methodology, aviation data/information for potential environmental impact reports, technical memos, white papers, other research or publications may be included as appendices to the 2016 RTP/SCS. The deliverable must be in a Microsoft Word format with all graphics,

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tables, charts, and photos provided in their native format. There will be at least three editing cycles for this deliverable. This deliverable will be edited, integrated, and combined into the Final 2016-2040 RTP/SCS.

Deliverables:

- *Draft Aviation Element and associated appendices for the 2016-2040 RTP/SCS*
- *Final Aviation Element and associated appendices for the 2016-2040 RTP/SCS*

11. Miscellaneous Support Services

The team shall develop and/or deliver presentations to the Aviation Technical Advisory Committee (ATAC), the Transportation Committee, and any applicable subcommittee(s), the Regional Council, and any other stakeholders as needed and directed by the SCAG project manager. The presentations shall use SCAG templates/standards. All graphics, tables, charts, photos, and text must be provided in their raw and native form along with the presentation in Microsoft PowerPoint format.

The team may be asked to provide other additional aviation professional services in support of ATAC, the Transportation Committee, and any applicable subcommittee(s) as directed by the SCAG project manager. This may include, but is not limited to, gathering data, information and surveys, conducting document reviews, conducting workshops, producing relevant graphics and artwork, and producing technical analysis and reports.

Deliverables:

- *Applicable PowerPoint presentations, technical reports, survey results, datasets, etc.*

Schedule

This will be a multi-year contract that will run through June 30, 2015. The work schedule, deadlines, milestones, and presentations will be agreed upon by SCAG and the team after the Notice-to-Proceed (NTP) is issued.

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DATE: September 12, 2013

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
Executive Administration Committee (EAC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838,
liu@scag.ca.gov

SUBJECT: Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the
2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

As past practice, SCAG staff will engage in a bottom-up local input process for the 2016-2040 RTP/SCS. At the August 1, 2013 meeting, the Regional Council approved a preferred protocol for communicating, approving, and submitting input from local jurisdictions. Subsequently, SCAG staff will distribute a letter to local jurisdictions in the SCAG region that will initiate the Bottom-Up Local Input Process for the upcoming RTP/SCS

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At the February 7, 2013 CEHD Committee meeting, staff were directed to establish a formal protocol for communications between SCAG and local jurisdictions regarding the local input and review process of the growth forecast and land use datasets for the 2016-2040 RTP/SCS. At the meeting on August 1, 2013, the Regional Council approved such protocol as detailed below:

1. A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional SCAG Data Verification and Approval Form. If another transmittal method of information is utilized, it should include the signature of the official designee; and

2. Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

Having received Regional Council approval of the local input communications/approval protocol, SCAG staff is moving forward with the transmission to the city managers, county chief administrators, planning directors, city clerks and county clerks (for forwarding to all city/county elected officials), and the subregional executive directors, a comprehensive letter outlining the 2016-2040 RTP/SCS development process.

This letter, included as an Attachment, seeks to accomplish the following:

1. Provide an overview of the contents and work plan for the development of 2016-2040 RTP/SCS;
2. Establish communication channels between SCAG and the 197 jurisdictions within the region; provide a main SCAG contact person for directing inquiries regarding the RTP/SCS development process; and request jurisdictions to follow the established protocol for submitting confirmation of data to SCAG;
3. Provide a list of the maps, data, growth forecast, and land use information that SCAG will transmit to local jurisdictions for review, comments, and subsequent verification or approval;
4. Provide a general schedule, milestones, and deadlines for the review of key socioeconomic datasets required for the development of the 2016-2040 RTP/SCS and PEIR.

As with the 2012-2035 RTP/SCS, SCAG will seek verification of the existing land use, general plan land use, and zoning information; and approval of jurisdictional level population, households, and employment forecasts for the years 2020, 2035, and 2040. Jurisdictions may also elect to submit sub-jurisdictional input (e.g., input at the census tract or transportation analysis zone level). However, sub-jurisdictional level input will only be treated as advisory, including input from those jurisdictions within a subregion that has accepted delegation through formal notification to SCAG by February 2014. For the 2016-2040 RTP/SCS development process, SCAG, working closely with jurisdictions and a Working Group comprised of regional stakeholders and technical practitioners, will also roll-out the Scenario Planning Model (SPM). The SPM will allow local jurisdictions to envision and estimate the potential benefits from future land use and policy choices.

FISCAL IMPACT:

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

ATTACHMENT:

Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

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Mr. Xx Yy
City Manager
City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, CA 92656-5335

SUBJECT: Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Dear Ms. Xx Yy:

A critical component to the success of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will be the participation and cooperation of all 197 local government partners within the Southern California Association of Governments (SCAG). To this end, we will ensure that all local governments are fully informed of the planning process and have clear and adequate opportunities to provide input.

A first step in the local input process, and the purpose of this letter, is to outline protocols for communication, information sharing, and verification/approval between SCAG and local jurisdictions. These protocols were approved by SCAG's Regional Council on August 1, 2013.

The options below provide flexibility for local jurisdictions in providing input to SCAG on the land use information and growth forecast for population, housing, and employment and will ensure that the information provided is "official input":

- A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional Data Verification and Approval Form (Attachment A). If another transmittal method of information is utilized, it should include the signature of the official designee; and
- Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. A sample of the optional resolution is provided (Attachment B). Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

The draft 2016-2040 RTP/SCS schedule, further detail on the process, and SCAG Scenario Planning Model (SPM) Description are included as Attachments C, D and E. Of particular note is Attachment D that specifies deadlines for submitting local information to SCAG.

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Four key stages of the Local Input process are summarized below:

- Stage 1 - Preliminary Land Use Data Collection and Review (March 2013 - September 13th, 2013)
Note that SCAG staff have worked to collect and integrate local land use information into our regional database. To provide input on these draft datasets, please review your jurisdiction's individual Map Book available at ftp://scag-data:scag424@data.scag.ca.gov/Data_Map_Book;
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years' (2020, 2035, and 2040) Growth Forecast (October 2013 - May 2014);
- Stage 3 - Open Space Conservation Database (May 2014 – September 2014);
- Stage 4 - Land Use Scenario Exercises (May 2014 –September 2014).

To ensure a single point of contact, all future communications on this topic will be sent to each jurisdiction's Planning Manager/Director with a CC to the city manager and/or county chief administrator in the SCAG region. A copy of this initial letter will also be sent to each planning director, city or county clerk, and the executive director and subregional coordinator of each respective subregional organization. For your jurisdiction, the main point of contact will be __Jane Doe, __Planning Manager __email__phone. If you would like to designate another point of contact, please send the contact information to Frank Wen.

Frank Wen, Manager of Research and Analysis, will be the primary SCAG contact for this process. Frank can be reached at wen@scag.ca.gov or 213-236-1854. We welcome any questions, and are committed to working with you to facilitate this process so that it is seamless and effective.

SCAG greatly appreciates your efforts and collaboration in developing the 2016-2040 RTP/SCS.

Sincerely,

Hasan Ikhata

Executive Director

Email CC: City Council Members/Board of Supervisors via City/County Clerk

City Manager

COG Executive Director

Subregional Coordinator

Attachments:

- A. Data Verification and Approval Form
- B. Sample Resolution
- C. Draft Preliminary Schedule for the Development of the 2016-2040 RTP/SCS
- D. Further Detail on the 2016-2040 RTP/SCS and Local Input Process
- E. SCAG Scenario Planning Model (SPM) Description

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Attachment A

Data Verification and Approval Form

Local Input and Review Process

2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

A - Contact & Background Information	<div style="border: 1px solid black; padding: 5px;">Date: </div>																				
	<div style="border: 1px solid black; padding: 5px;"><div style="display: flex; justify-content: space-between;"><div style="width: 30%;">This Represents Communication:</div><div style="width: 70%;">From the Jurisdiction of to SCAG</div></div><div style="display: flex; border-top: 1px solid black; padding-top: 5px;"><div style="width: 50%; border-right: 1px solid black; padding-right: 5px;">Jurisdiction Contact Person: Position: Email: Phone: </div><div style="width: 50%; padding-left: 5px;">Background Information: <div style="margin-top: 5px;"><input type="checkbox"/> My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data</div><div style="margin-top: 5px;"><input type="checkbox"/> I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee</div><div style="margin-top: 5px;"><input type="checkbox"/> None of the Above (I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)</div></div></div></div> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Background Information, if any, based upon Previous Communication: </div>																				
	<div style="border: 1px solid black; padding: 5px;">We are seeking to (please check the appropriate boxes): <div style="margin-top: 5px;">Submit to SCAG: <input type="checkbox"/> Verification of Accuracy of SCAG's Land Use Data <input type="checkbox"/> Official Approval of SCAG's Demographic Data <input type="checkbox"/> Other (Please Specify): </div></div>																				
B - Action Items																					
C - Data Type	<div style="border: 1px solid black; padding: 5px;">With Relation to SCAG's:<div style="display: flex; border-top: 1px solid black; padding-top: 5px;"><div style="width: 50%; border-right: 1px solid black; padding-right: 5px;">Land Use Data:<div style="margin-top: 5px;"><input type="checkbox"/> General Plan Land Use <input type="checkbox"/> Zoning <input type="checkbox"/> Existing Land Use (2012) <input type="checkbox"/> Endangered Species and Plants <input type="checkbox"/> Flood Areas <input type="checkbox"/> Natural Community & Habitat Conservation <input type="checkbox"/> Open Space and Parks <input type="checkbox"/> Farmland <input type="checkbox"/> Major Stops & High Quality Transit Corridors <input type="checkbox"/> City Boundary & Sphere of Influence <input type="checkbox"/> Census Tract Boundaries <input type="checkbox"/> Transportation Analysis Zone (TAZ) Boundaries <input type="checkbox"/> Other (Please Specify): </div></div><div style="width: 50%; padding-left: 5px;">Demographic Data:<div style="margin-top: 5px;"><input type="checkbox"/> Population <input type="checkbox"/> Households <input type="checkbox"/> Employment</div><div style="margin-top: 5px;">Year:<div style="margin-top: 5px;"><input type="checkbox"/> 2012 <input type="checkbox"/> 2020 <input type="checkbox"/> 2035 <input type="checkbox"/> 2040</div></div><div style="margin-top: 5px;">Geographic Level:<div style="margin-top: 5px;"><input type="checkbox"/> Jurisdictional Level <input type="checkbox"/> Other Geographic Level (Please Specify): </div></div></div></div></div>																				
D - Description of Action Items	<div style="border: 1px solid black; padding: 5px;">Comments (if applicable): </div>																				
	<div style="border: 1px solid black; padding: 5px;">Verification of SCAG's Land Use Data (if applicable):<div style="margin-top: 5px;"><input type="checkbox"/> We have reviewed SCAG's Land Use Data and verify its accuracy <input type="checkbox"/> We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above</div><div style="text-align: right; margin-top: 10px;">X <small>Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)</small></div></div>																				
	<div style="border: 1px solid black; padding: 5px;">Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):<div style="margin-top: 5px;"><input type="checkbox"/> We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval <input type="checkbox"/> We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below</div><div style="display: flex; align-items: flex-start; margin-top: 10px;"><table border="1" style="border-collapse: collapse; text-align: center;"><thead><tr><th></th><th>2012</th><th>2020</th><th>2035</th><th>2040</th></tr></thead><tbody><tr><td>Population</td><td></td><td></td><td></td><td></td></tr><tr><td>Households</td><td></td><td></td><td></td><td></td></tr><tr><td>Employment</td><td></td><td></td><td></td><td></td></tr></tbody></table><div style="margin-left: 20px;"><div style="margin-top: 10px;">X </div><div style="margin-top: 5px;"><small>Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)</small></div></div></div></div>			2012	2020	2035	2040	Population					Households					Employment			
	2012	2020	2035	2040																	
Population																					
Households																					
Employment																					

When complete, please return this form to Frank Wen, Manager of Research & Analysis at SCAG, at wen@scag.ca.gov

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Attachment B

Sample Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE (NAME OF LOCAL JURISDICTION OR
SUBREGIONAL ORGANIZATION) DESIGNATING (TITLE OF
STAFF POSITION)
TO SUBMIT LOCAL GROWTH FORECASTS TO THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization (“MPO”), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial; and

WHEREAS, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

WHEREAS, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014; and

WHEREAS, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

NOW, THEREFORE, BE IT RESOLVED by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

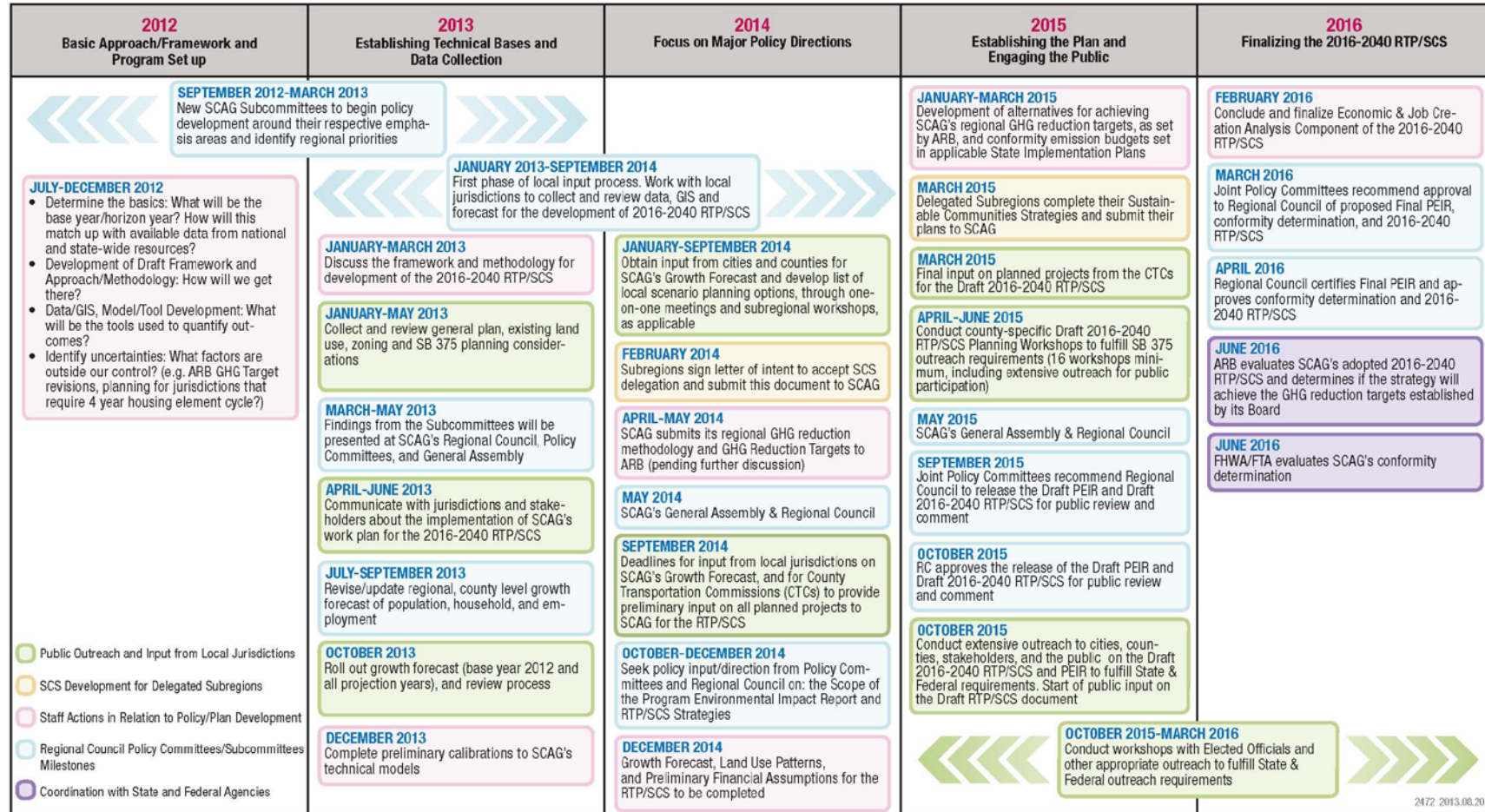
APPROVED AND ADOPTED by or before September 30, 2014.

Authorized Representative
of Local Jurisdiction or
Subregional Organization

Attachment C

SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.



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Attachment D:

Further detail on the 2016-2040 RTP/SCS and Local Input Process

Overview

SCAG plans to replicate most of the 2012-2035 RTP/SCS plan process a positive one. However, please note that additional planning considerations may need to be incorporated into the development of 2016-2040 RTP/SCS, including issues flowing from the state, national and regional levels.

Planning activities, with complementary goals through all levels of government, include:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016-2040 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016-2040 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP 21) Of note, MAP 21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the 5th cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be no RHNA/Housing Element update with the 2016-2040 plan.

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SCAG and our partners have been hard at work fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization;
- Seeking funding opportunities to accelerate SCS implementation for cities and counties within the region.

Local Input Process

Based on the 2016-2040 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. At the conclusion of the 2016-2040 RTP/SCS development cycle in spring 2016, SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016-2040 RTP/SCS and Programmatic Environmental Impact Report (PEIR):

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing (2012) land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13th, 2013);
- Base year (2012) population, employment, household figures for all city and transportation analysis zones (TAZ);
- Growth forecasts of population, employment, and households for the 2016-2040 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercises with SPM, involving alternative land use scenarios at the sub-jurisdiction level, as well as subregional and regional level scenario planning exercises, which may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology, and other related strategies. These will be the foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

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The datasets and land use scenarios, will be developed in four stages:

Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13th, 2013)

SCAG staff have compiled land use information from local jurisdictions and submitted these datasets back to jurisdictions for review and comment through the Map Book review effort

Starting in March 2013, SCAG staff collected general plan land use and zoning information from jurisdictions' online resources. If these were not available online, SCAG contacted the local jurisdiction and requested the general plan land use and zoning information. This data was integrated into SCAG's land use database and was published, along with other geographic data such as existing land use, open space, farmland, and other resource data, into an individual *draft* Map Book for each city and county in the region. Note that this information was sent to each jurisdiction's planning director and city manager for their review on August 9th, 2013 and input is requested by September 13th, 2013. To review your jurisdiction's map book from SCAG, please access the following link: [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). SCAG is requesting input on these datasets in order to ensure the accuracy of this land use information, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Workshops and/or one-on-one meetings with local jurisdictions were provided on an as-requested basis, and these were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy, comments, and corrections on each jurisdiction's general plan land use, zoning information, and existing land use at the parcel level.

Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years' Growth Forecast (October 2013- May 2014)

Staff will send a package to each jurisdiction with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035, and 2040. This information will be provided at the jurisdictional level and by Transportation Analysis Zones (TAZ). An overview of the sample information package including base year figures and projected growth will be presented to SCAG's policy committees and the Technical Working Group (TWG). Also, this material will also be presented at subregional workshops throughout the region in October and November of 2013. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035, and 2040 at the jurisdictional level in conjunction with the adoption of the 2016-2040 RTP/SCS which is anticipated in April 2016. This is the same practice that was established for the 2012-2035 RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. The deadline for providing input on this portion of the local input process will be May 2014.

Stage 3 - Open Space Conservation Database (May 2014 – September 2014)

SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts as well as facilitate the

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development of comprehensive, voluntary approaches that address conservation gaps, missing wildlife habitat linkages, and create opportunities for habitat enhancement and mitigation. SCAG staff is requesting information on existing and future open space conservation and habitat restoration plans, programs, and policies for your jurisdiction. Where available, we are requesting information be provided in GIS shapefile format. The deadline for providing input on this portion of the local input process will be September 2014.

Stage 4 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)

SCAG will assist local jurisdictions, if desired, to examine land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose, if desired, with the clear understanding that land use information should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4; to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions; and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing a UrbanFootprint Scenario Planning Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space information electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

Frank Wen will be the primary SCAG contact for this process. Please direct any questions or comments to Frank at wen@scag.ca.gov or 213-236-1854.

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Attachment E SCAG Scenario Planning Model (SPM) Description

The SCAG Scenario Planning Model (SPM) is a tool that facilitates the development of future scenarios for land use, transportation infrastructure, socio-economic growth distribution, and urban form. The SPM has the ability to assess a wide range of analysis outcomes related to, for example, mobility, air quality, public health, fiscal impacts, and resource consumption. In addition to its analytical capacity, the model provides a platform for SCAG and local jurisdictions to store and exchange data, and to collaborate on regional and local plan development. SCAG SPM is built from the Urban Footprint platform, a software developed by Calthorpe Associates. Each of the major MPOs in California is developing different facets of Urban Footprint/SPM for their future planning needs.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) development, SCAG SPM will serve two key purposes. One is to facilitate the scenario planning exercise at the regional scale, which will ultimately yield a proposed Draft 2016-2040 RTP/SCS. The other key purpose is to be used as a conduit for local jurisdictions to provide input to SCAG on socioeconomic growth, land use patterns, integrated transportation infrastructure, and other local planning and policy options. Subregions and jurisdictions may also use SPM to develop subregional and local plans.

SPM provides local planners advanced analytical capabilities and will serve as a common platform for communications between SCAG and local jurisdictions in the process of local input and public outreach. SCAG SPM will offer local jurisdictions the following key functionalities:

- Providing easy access to high quality geospatial data resources;
- Allowing local users to easily review, revise, or create data and plans;
- Increasing the technical capability of local users to analyze the fiscal, environmental, transportation, and public health impacts of respective plans and policies;
- Based on the outputs of each scenario, local planners may make policy recommendation to their decision-making body

The first version of SCAG SPM is scheduled to be available by fall, to coincide with the rollout of the local input process for the development of 2016-2040 RTP/SCS.

Additional information on SPM and UrbanFootprint is available on SCAG web site at <http://www.scag.ca.gov/modeling/scenarioplanning.htm>.